

1/2--12----



Photo by Grace Eubanks

Traveling in good smart-commute style on their bikes, Danielle Judd (right) and her dad, Rick Judd of the WSDOT's Research Office head into the Olympia Service Center garage on Bring Your Daughters to Work Day.

State map off the press

The new 1998-99 Washington State Highway Map is off the press. Included in the new version of the official state map is an expanded submap of the downtown Seattle area. The enlarged downtown Seattle inset includes details of the highways and streets surrounding the underconstruction Seattle Mariners' ballpark.

The official state map is updated biennially and is a cooperative project produced by WSDOT's Geographic Services and Graphic Communications - and distributed by the Communications and Public Involvement Office (C&PI).

For additional information, contact C&PI at (360) 705-7075. •

New Transportation Study Panel to start dialogue on Washington's predicament

By Grace Eubanks

It seems just about everyone has been talking about Washington's transportation dilemma of late - the obvious, in-yourface near-term needs in every part of the state and the quandary about the over-all, long-term cost of expanding and taking care of the state's transportation system.

This month, an important new broad-based group will sit down together for the first time to start their dialogue on the transportation predicament.

The 40 members of the recently appointed Transportation Study Panel (TSP) will meet June 18 in Seattle to start on the mandate given them by Governor Gary Locke and the 1998 Legislature. They

are to "conduct a comprehensive analysis" of transportation needs, priorities, the existing and potential funding mechanisms and the policies and practices of government agencies, private business and labor "that affect the delivery of transportation programs and projects."

'It's good'

"It's good that we will have such a group - since we don't know what kind of financial footing statewide transportation will be on after the November ballot," said Secretary of Transportation Sid Morrison, who along with the Transportation Commission applauded the convening of the TSP.

At the same time, Morrison offered up some practical thoughts for the panel - which has only 30 months to complete its leviathan assignment.

"With a limited amount of time to produce their proposals, we hope the panel will take advantage of work that's already been carefully done and documented over many years by the Department of Transportation and the Commission in partnership with citizens and local governments," said Morrison.

Invest energies

"That would leave this important assembly free to invest their energies in tackling the remaining questions - such as 'What changes in law are needed?' and 'How does this state fairly and steadily finance the 20-year forecast of transportation

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At long last, Sequim highway project underway

By Ann Briggs

After 26 years in the planning, ground was broken recently for the US 101 realignment through the city of Sequim. Residents joined local and state officials in applauding the long-awaited construction start of two new lanes and three new interchanges that will skirt Sequim to the south of the existing highway.

During the ceremony, officials recounted stories of long lines of vehicles snaking their way through the city - with no one daring to leave the line to shop at local businesses for fear of not being able to get back in.

That sentiment was echoed by Sequim resident Jerry Anguili, who was one of the early supporters of the realignment and a member of a citizen's advisory group. "It's total gridlock downtown – it's difficult to get around and difficult to get in and out of stores," said Anguili. "This new route will make Sequim a nice

community again, a place where you can shop, eat at a restaurant, and not worry about being able to get back on the street."

To prepare for the future change, Sequim merchants have adopted a "streetscape" plan in hopes of reclaiming lost business opportunities and making their downtown accessible again. Plans include tree-lined streets and benches to create a pedestrian – friendly atmosphere.

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Chinook arrives Page 2



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New passenger-only ferry in service on Seattle-Bremerton run



Bremerton Mayor Lynn Horton (inset photo) christens the newest Washington State Ferries vessel, the MV Chinook, at the May 15 inauguration ceremony. The 350-passenger boat is on the Seattle-Bremerton route, with a crossing time of 35 minutes. The Chinook (shown in background photo) is named after the small town near Ilwaco on the Columbia River.

New Transportation Study Panel to start dialogue on Washington's predicament —

needs?" he added.

By "the 20-year forecast," Morrison said he meant the existing Washington Transportation Plan. "It's the product of years of work - and, very importantly, reflects mobility needs across the state because people across the state have been involved in it," he commented.

Transportation Commission Chair Alice Tawresey of Bainbridge Island concurred with Morrison's comments. "Since the state's 1990 Growth Management Act and Congress' 1991 ISTEA (Intermodal Surface Transportation Efficiency Act) turned over the traditional top-down decisionmaking and boosted the importance of local and regional transportation planning," Tawresey explained, "we have been working with planners around the state to construct the transportation plan."

Share

Concluded Morrison, "The Commission and

Department will be eager to answer any questions and share what we have learned over the years. We hope it will save the panel from feeling they need to reinvent the wheel."

In naming former Governor Booth Gardner and 31 other members representing large and small municipalities, the transportation industry, ports, businesses, labor, state agencies and the public across the state, Gov. Locke appointed Doug Beighle, retired chief administrative officer of The Boeing Company as chair of the panel.

"I don't think there is an issue that is more important to us here in Washington," said Beighle, "This is a huge subject. I hope we will end up with a blueprint that works for the future."

Other appointments

The Governor's other appointments to the TSP are:

Labor/industry: Jon Rindlaub, chief executive

officer of SeaFirst Bank, who will serve as vicechair; John Kelly, chairman, president and chief executive officer, Alaska Airlines; Rick Bender, president, Washington State Labor Council; Larry Pursley, executive vice president, Washington State Trucking Assn.; Art Jackson, vice president for government and external affairs, The Bon Marche; Patricia Otley, government affairs representative, **Burlington Northern-**Santa Fe; Peter Bennett, vice president of Pacific Northwest, K-Line America Inc.; Doug Hurley, vice president, CH2M Hill; Bill Lampson, president, Lampson International Ltd.; Roger Dormaier, Wheat Growers Assn. and chair of the Transportation Committee; Bob Helsell, chairman and chief executive officer, Wilder Construction; Tomio Moriguchi, chief executive officer and president of the board,

Rowley, president, Rowley Enterprises; and Ken Smith, president, WaferTech.

Municipalities and transportation organizations: Richard McIver, Seattle councilperson; Patricia Notter, Wenatchee councilperson; Judy Wilson, Thurston County Commissioner; Judie Stanton, Clark County commissioner; Ted Bottiger, Port of Tacoma commissioner; Dave Earling, Edmonds councilperson; Bettie Ingham, Yakima County commissioner; Charles Mott, president, Washington Rail Passengers Association.

Public

Public: Peter Hurley, Alt-Trans, of Everett; Dale Stedman, former president, Inland AAA, of Spokane; Neil Peterson, former director of Metro and former director of Los Angeles Rapid Transit, of

State agencies: Connie

Niva, commissioner, Washington Transportation Commission; Tim Ceis, senior executive policy coordinator, Office of Financial Management; and Jennifer Joly, executive policy advisor, Governor's Executive Policy Office.

Continued from page 1

Also serving on the panel are eight state legislators who were appointed by the house and senate majority and minority leaders. They are: Sen. Eugene Prince (R-Spokane), Sen. Mary Margaret Haugen (D-Camano Island): Sen. Dino Rossi (R-Issaquah); Sen. Valoria Loveland (D-Pasco); Rep. Karen Schmidt (R-Bainbridge Island); Rep. Ruth Fisher (D-Tacoma); Rep. Maryann Mitchell (R-Federal Way); and Rep. Ed Murray (D-Seattle).

Created in a bill passed during the last session, the Transportation Study Panel is to make its final report to the governor and the legislature by December 1, 2000. •

Sequim highway project underway -

Congestion on US 101 through Sequim has been a long-term problem. It was first studied in 1972, but the project was postponed for lack of funding. Then, in a 1981 study, six alternative routes were discussed and a recommendation was made to relocate US 101 to the south. Again, lack of

funding prevented further action. In 1984, a proposal for a couplet through town was discussed, but the idea was later dropped after it was voted down in a local advisory election.

Interest peaked again in 1988 when the city appointed an Advisory Traffic Committee which unanimously recom-



Photo by George Titterness

No need for a shovel - this eager pooch gets a head start on the Sequim groundbreaking. His name is Nike and he belongs to Assistant Project Engineer John McNutt.

Continued from page 1

Uwajimaya, Inc.; Skip

mended that US 101 be relocated. Following passage of a gas tax increase, funding became available and work to develop and evaluate route alternatives began again. Public meetings were conducted in 1990, 1991 and 1992 - and finally in the spring of 1993, the Modified Midsouthern Alternative was adopted.

Adding to the long process were design work for the approved route, extensive right-of-way acquisition work (169 parcels), environmental permitting - and an archeological find that turned out to be one of the most significant in the state's history.

As Secretary of Transportation Sid Morrison pointed out during the April 13 ground-breaking ceremony, construction will take place rather quickly - compared to the planning process. Completion is expected in fall 1999. •

EX•PRESS

Secretary of Transportation Sid Morrison

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Washington State Department of Transportation

Our Mission:

A transportation team, second to none in the world, meeting the mobility needs of the people and products of Washington.



WSDOT-State Patrol co-op project: Detectives learn to collect data with suvey equipment

By Grace Eubanks

When Washington's transportation and law enforcement people team up on a project you can bet that they're up to something worthwhile - something that's going to end up benefiting the citizens of the state.

Classes to teach Washington State Patrol (WSP) detectives to use survey equipment to collect data is a case in point.

WSDOT and WSP recently held their joint annual Total Station Operator Certification academy - and three dozen WSP, local police and even an out-of-state detective got well-acquainted with survey equipment and how to use it to collect data.

Why do WSP detectives want to know how to look through the lens of a total station and be able to calculate distances, angles, heights?

Because their jobs often call for describing a high-way accident site accurately and quickly - such things as the location of the incident, the angle (grade) of the road and the length of skid marks.

State Patrol, sheriffs' and police detectives have another use for survey expertise - at crime scenes. For instance, with the total station, an investigating detective can



Photo by Grace Eubanks

The student who came the longest way, New York State Police detective Dan Bates, sets up a survey station for the final exam.

determine how high from the floor a bullet hit a wall and the angle of the path it followed to get there.

"Washington State is a leader in this type of training," said Roger Caddell of WSDOT's Computer Aided Engineering Support Team, "WSDOT and the State Patrol have been partnering on their three-day course for three years and WSP is now nationally recognized for its use of survey technology in investigations."

Bottom-line, of course, the legal system and

accident victims benefit from the State Patrol's increased ability to document accident and crime details more precisely, Caddell pointed out.

Caddell and WSP's lead instructor, Detective John Wright, put three dozen detectives through two demanding days of learning hardware and software (state-of-the-art survey equipment now uses computer chips) - plus practicing out in the field.

The majority of the students were WSP detectives from detachments around the state but officers from the Everett and Redmond police departments, the Snohomish and Clark County sheriffs' departments and a detective who came all the way from New York State also took the training.

On the third day, the detectives had to pass a tough final written exam and an equally tough practical exam outside.

The training was held at a site in Parkland (Pierce County) which is another illustration of the worth of state agency partnerships. The building is a shared-cost facility - and houses WSP, WSDOT and Department of Licensing operations. • WSDOT's Washington State Ferries (WSF) delivers people to their destination reliably and without incident on more than 99 percent of all trips.

Working Smart

Ridership on
Washington's popular
ferry system - which
is the largest in the
U.S. - is forecast to
increase as much as
70 percent over the
next 20 years.

Planning to travel Eastern Washington? Take a tour guide in your car - via tape

By Matt Love

Travelers in Southeast Washington can take a tour guide along in their car - via tape - and be rewarded with a richer understanding of the culture and the history of the area.

Sponsored by WSDOT's Heritage Corridor Program and the Washington State Arts Commission, the taped "Tour Guide of Southeastern Washington Heritage Corridor: Richland to Clarkston" offers a kaleidoscope of regional history - from the whimsical to the aweinspiring.

Picture this: Under a cloudless sky the color of blue steel, golden wheat ripples in the wind like waves on the ocean, covering rolling hills to the horizon. The Palouse Region of Eastern Washington is one of the most productive wheat growing areas in the nation.

The area's characteristic steep slopes and soft earth pose unusual chal-

lenges for farm equipment. Until the 1950s, teams of as many as 40 horses or mules pulled enormous mechanical harvesters. Smoke belching steam engines burned straw to power the machinery that harvested

the Blue Mountains will tell you about his encounter with bigfoot six decades ago if you give him half a chance. Just a few years after that Sasquatch sighting, the Hanford Nuclear Reservation provided materials for the

Travelers play the tape as they follow the route

grain.

Rural wheat growing communities are but one of many environments rich in geological and cultural history in Southeast Washington. Cowhands still round up cattle in Asotin. People still practice the traditional craft of wheat weaving in Dayton. Native people practice traditional story telling on the Umatilla Reservation. A guide in

world's first nuclear weapons.

These are the things the Richland to Clarkston tour guide describes. Travelers play the tape as they follow the route outlined in the book. The tape is designed to be listened to in real time - so that travelers are hearing about what they are seeing as they travel.

The journey begins in the Tri-Cities and follows

U.S. 12 east through Walla Walla, famous for Walla Walla sweet onions first planted by the Italian community that settled there.

The route continues through the Blue Mountains and ends at Clarkston, on the Snake River bordering Idaho. This tour also follows a portion of the historic Lewis and Clark Trail.

This tape and booklet combination is the third of its kind. Jens Lund, a folklorist from Olympia, is the author of all three volumes.

The other volumes are "Othello to Omak Heritage Highway Tour" and "Leavenworth to Goldendale Heritage Tour." The tapes can be purchased from the Washington State Arts Commission or at designated stops along each of the routes. For additional information, contact WSDOT's Heritage Corridors office at (360) 705-7274.•

PERSPECTIVES

After 31,200 meetings - it's a delight to find good ones like Quality Exchanges



I figure that I have gone to 31,200 meetings.

Not all of those have been at DOT, even

though it sometimes feels like it. And I have to admit that I got this number with my handy-dandy solarpowered credit card-sized calculator - and neither the calculator or my math would meet the department's engineering standards.

Whatever the number, my point is two-fold: (1) I am inspired by this spring's crop of Quality Exchanges. These meetings are a delight and inspiration to attend. (2) The folks who are attending facilitator training are going to force dramatic change in how we do meetings around here.

You may think I am some kind of nut to get off on Quality Exchanges - but, you see, I have an advantage shared with very few. I have been to all of them - and the contrast is almost overpowering for such a veteran meeting-goer. The difference is last year compared with now.

An amazing thing has happened. Quality (or continuous improvement as we now like to call it) has become built in for most folks. They now come to these exchanges to share their

experiences at using the quality tools - and they celebrate the results of doing right things right. And attendees who haven't been on a team or part of a natural work group are thinking they could do as well as anyone else and are ready to try. Anyhow, I am inspired by what I see and

Better meetings

We have been encouraging everyone to take facilitator training. Partially because we have overused the talents and time of the initial group who took this training and have truly been pioneers in reshaping this agency. But the major reason is because I sense an opportunity for the best kind of personal development in communication, organization, self-confidence, - and, yes, making meetings meaningful. I am being trained early next month and will join the increasing number who won't waste your time. What is the old saw about committees spending hours and keeping minutes? Let's have better meetings as a mandatory part of continuous improvement around here.

The Governor has followed through on the appointment of a "blue ribbon panel" to give a broadly-based citizen/ legislator group the challenge of figuring out how we get on with meeting the mobility challenge for this

Move It Better!

state. About 40 folks are involved - and they include the sort of talent that can help an uncertain public and legislature realize that we can't continue to underfund transportation without paying a huge price "down the road.

Political willpower & money

No agency folks are on this team. Connie Niva, however, will be there as a member of our Commission. Our role will be to provide these folks with every bit of information they need and can absorb in making decisions. As you will see elsewhere in EX•PRESS, I am starting by urging this new group to "not reinvent the wheel" by writing a plan for transportation, because we already have a great one that is good for 20 years and is being updated as time goes by.

And, while I encourage them to visit and understand how we prioritize projects, I am confident that they will see the wisdom of the processes already in place. Very frankly, my hope is that they will sense right away that the two ingredients missing are political willpower and money. Got my fingers crossed that they can help us find both. They probably come together.

New ISTEA

Haven't yet figured out what to call the new reauthorization of ISTEA, the federal transportation ground rules and funding for the next six years. As federal acronyms go, this

one became ISTEA 2, NEXTEA, BESTEA, for a while it was Sugar-Free ISTEA when there was no funding, and I could call it NEWTEA, even though that sounds like it is related to Speaker Gingrich. Actually, the official title is TEA 21, something about transportation equity and the 21st century. My congratulations to all the folks who worked on this major rewrite on our behalf, particularly Rick Daniels and the Congres-

sional Liaison Office. We got a lot of what we wanted, including more money (about 37 percent more than the first ISTEA) and some exciting opportunities to compete for discretionary funds. Some folks might say that this ought to solve our funding problems. It helps with about \$126 million more per year, but as I recall, the 20-year plan identifies \$2 billion more per year in honest-to-goodness needs. If you are zero impaired, as I sometimes am, \$2 billion is \$2,000 million, and \$126 million makes a "ping" - but not a

Help us save lives

"Give 'Em a Brake" is underway again, aimed at informing motorists of our summer construction projects - and asking them to help us save lives at those work sites. This year there are 148 specific projects, including some heavy-duty Interstate work. I keep reminding folks that we are managing an aging system, and maintenance and preservation needs increase. If you are planning to travel, check our home page on the net and

see if you can avoid delay and frustration.

This year's Give 'Em a Brake kickoff featured a very brave and determined lady. She is Tammy Malone Schwartz, widow of DOT engineer Mike Malone, killed by an intoxicated driver in June 1993. Tammy continues her fight to get drinking drivers off the road, and unveiled a memorial sign for Mike at the Corson Avenue interchange with I-5. Jennifer Marty of the Olympia Service Center and our Northwest Region folks did a great job of organizing this event, and they sure make me proud to be part of the team.

In such awe

All reports indicate that the new MV Chinook is fantastic. This is WSF's prototype passenger-only ferry built by Dakota Creek Shipyards in Anacortes. The inaugural cruise inspired Ray Deardorf, one of our great, and often embattled, ferry system employees, to say, "I cannot recall a time in my career here when all participants were in such awe over a WSF product... this will usher in a new era of transportation for the west side communities." Ray spends much of his time in community meetings planning for the future of ferry service - and getting hammered for our shortcomings - so I give his words genuine meaning.

Summer, if it ever arrives, is a time for travel and family and construction projects. Let's work together to see if we can mix all of these with safe and enjoyable results. •

Sid

Washington's Adopt-a-Highway program continues to change and grow

When the Washington State Adopt-a-Highway (AAH) Program was legislated in 1990, it was intended to promote civic pride and volunteerism by giving people a chance help clean up roadsides in their communities. By 1995, Washington State had over 1,600 volunteer groups participating in the program and was more successful than anyone could have imagined.

In 1995, the Legislature passed a bill to increase participation and to use the AAH Program to further enhance roadside appearance. The bill passed easily in both the House and Senate and it was signed by Governor Mike Lowry in June 1995.

There were two major changes in the AAH Program as a result of this legislation. First, private businesses are now allowed to sponsor contracted adopt-a-highway activities. With these "sponsored adoptions" the sponsor pays for all costs associated with the activity. Second, in addition to the existing litter control efforts, adoption activities may now include other roadside enhancements, such as planting trees, shrubs and native wildflowers, weed and brush removal and graffiti removal.

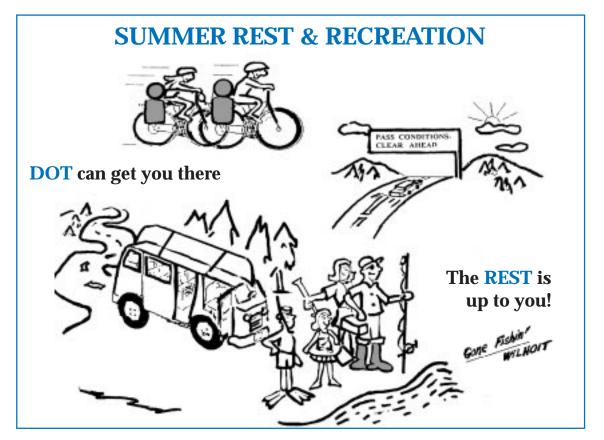
The latest change to the program came as a result of legislation passed in the 1998 Session which will allow sponsors of adopt-a-highway activities to include their logos on the recognition signs. This additional visibility makes sponsorship more attractive to private business and should help in gathering even more support to help keep our state roadsides looking good.

you would like to participate - contact AAH Program Manager, Ray Willard at (360) 705-7865 or e-mail at willarr@wsdot.wa.gov.•

For more information about Adopt-a-Highway - or if

MOVING MOMENTS

BY JAMES WILHOIT



GETTING THERE: Choices are plentiful

Welcome, summer. Time to get out and go. In Washington, if you want to go somewhere – there definitely are ways of getting there. The state's choices are plentiful and varied.

Take Washington State's excellent **network of highways**. DOT and local governments maintain more than 66,000 miles of interstate, state and local roadways (not including city street mileage).

There's cross-state **rail service** - plus Amtrak-DOT's award-winning Vancouver-to-Vancouver connection (Canada to Southwest Washington and Portland). And, a new daily run has just been added. (See: related story, this page.)

In addition to the major metropolitan and municipal **airports**, there are 17 recreational/emergency airfields dotted around the state. And, Washington's privatelicense pilots put together a good slate of aviation events every summer - and this summer is no exception. (See: related story, this page.)

Then, of course, there is DOT's unique **ferry service** - provided by the largest ferry fleet in the United States. Twenty-six ferries cross Puget Sound and its inland waterways - and they now carry more than 25 million passengers annually to 20 different ports-of-call.

There are even more ways of getting there. Washington is considered one of the nation's **bicycle-friendly** states. DOT's Bicycle & Pedestrian office has just released a new map for bicyclists showing important location information they need to know. (See: related story, page 7.)

There also are **bus and transit services**. Washington has 25 public transit agencies that handle more than 150 million passenger trips each year. These aren't only buses that get you around the big cities. With DOT support, many rural areas have developed transit services – including a bus system that makes a loop around the Olympic Peninsula.

With all of these good getting-there possibilities available, there's just one other thing to highlight – season, as in summer season. And here's a summertime reminder: Washington's transportation system has an extra crowd of customers during the summer months and the lines are longer.

Highway travel takes about a 23 percent jump – June compared with December. A five-year profile (1990-95) from DOT's Traffic Data Office shows that motorists traveled an average of 4.8 billion more vehicle miles on Washington highways in June than in December.

Train ridership increases significantly during the summer, but peaks in August. During the summer, however, Amtrak adds additional cars to most of its trains to handle additional capacity.

The use of the Washington State Ferries services follows suit. Comparing summer and winter daily foot passenger averages: In August 1995, there were 51, 332 foot passengers each day. In January 1996, there were 28,915.

If you want to go, the Washington State transportation system will get you there – just consider the season - and plan ahead.•

This Summer's aviation events in Pacific NW

Want to do some flying around this summer? There are plenty of interesting events planned for the Pacific Northwest area this summer and fall:

June

- Rose Festival Air Show Portland, OR June 12, 1998
- McChord AFB Rodeo '98 McChord June 19, 1998
- Aviation Collectibles Show Tacoma June 27, 1998

July

- Tacoma Freedom Fair Tacoma July 4, 1998
- Flyerworks '98 Seattle July 4, 1998
- Arlington EAA Fly-In Arlington July 8-12, 1998
- Desert Aire Fly In Pancake Breakfast Mattawa July 18, 1998
- Eugene Air Fair 98 Eugene OR July 18, 1998
- Jefferson County Fly-In Port Townsend July 18, 1998
- South Puget Sound Air Show Tumwater July 18, 1998
- Victoria BC Airshow 98 Victoria BC July 19, 1998

August

- Evergreen Fly-In/Camp Out Vancouver WA August 14, 1998
- Corvallis Air Fair 98 Corvallis August 22, 1998

If you need to know how to get there - or have other questions - call DOT's Aviation Division at 1-800-552-0666.

New Seattle-Portland rail service

Amtrak added new mid-day service between Seattle and Portland last month - representing the most extensive intercity passenger rail services in the Pacific Northwest since 1959.

At the same time, European-style Talgo trains began serving the communities of Salem, Albany and Eugene for the first time in regularly scheduled service. A round-trip motorcoach between Eugene and Portland to connect with the additional Portland-Seattle train will be provided by the Oregon Department of Transportation.

There's more good news - shorter travel times. Recent regulatory approval to utilize the Talgo's unique tilting system will decrease travel time between Seattle and Portland by as much as 25 minutes, to three hours 30 minutes - which is the key to allowing the extra mid-day Talgo service.

For schedule and fare information, visit any staffed Amtrak station, an authorized travel agency or call 1-800-USA-RAIL. Also, visit Amtrak's web site at www.amtrak.com. •



FYI:

Need some traveling information? Here are some contact numbers:

Highway information:

- Seattle-area toll-free: (206) DOT-HIWY (206-368-4499)
- statewide toll-free: 1-800-695-ROAD (1-800-695-7623)
 - Internet: www.wsdot.wa.gov

<u>Ferry service</u>: 1-888-808-7977 (new customer service line)

<u>Train service</u>:

- statewide toll-free: 1-800-USA-RAIL
 - Internet: www.amtrak.com

Aviation information:

• statewide toll-free: 1-800-552-0666

WSF installs new information phone system for customers

Last June, 20,000 people calling the Washington State Ferries (WSF) information line were frustrated when they received busy signals. The frustration increased on August 20, when the *MV Spokane* broke down and 12,000 commuters received busy signals when they tried to access current information about the status of the disabled vessel.

This year, WSF hopes to alleviate at least part of the frustration. Vessels may still break down, but on Monday, June 1, WSF introduced a new phone system that will make it easier for customers to access the information they need - when they need it.

Statistics show that 70 percent of the information calls that WSF receives on its 1-800-84-FERRY and 464-6400 lines, which totaled 835,985 in 1997, used the automated information system and did not seek assistance by an information operator.

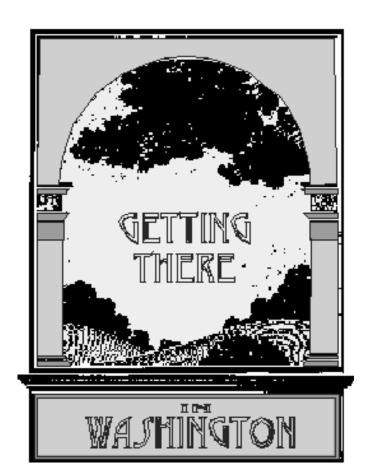
On June 1, the 1-800-84-FERRY number will become automated information only with no access to an information agent.

At the same time, a new in-state toll free number, 1-888-808-7977, will be activated. This number will also have the automated information, but it will provide access to an information agent.

Both numbers will be continually updated with ferry wait times and disruptions or changes in service.

The hours of operation for the ferry system's information center also changed on June 1 to maximize staffing during the peak calling time.

"Information agents will be available from 7 a.m. to 7 p.m. during the summer and 7 a.m. to 6 p.m. during the non-peak times," says Susan Harris-Huether, WSF Customer Information Manager. "This will allow us to maximize our staffing during our heaviest call period, 9 a.m. to 2 p.m." •



Maps for Bicyclists

By Mike Dornfeld

Washington is a great place to go for a bike ride. People from around the country and the world visit Washington to go bicycling. Many begin a bicycle trip down the Pacific Coast or across the country. Many others visit the rolling hills of the Palouse, the water views in the San Juan Islands or challenging back country trails in the Cascades.

WSDOT produces a bicycle map called *the Washington State Traffic Data for Bicyclists*. A new edition is now available. This map shows state highways, shoulder widths and motor vehicle traffic volumes in various locations.

Copies of the bike map are available at WSDOT Region Offices or by calling (360) 705-7277.

In addition, many local jurisdictions in Washington produce bicycle maps. The following is a short list of local maps and where to get them:

Bike Maps In Washington State

Seattle Bicycling Guide Map: Seattle Engineering Department, 600 4th Avenue, Seattle WA 98104

Tri-Cities Bicycle Guide Map: Call Chamber of Commerce in Richland (509) 946-1651, Kennewick (509) 736-0510, or Pasco (509) 547-9755.

Pierce County/City Of Tacoma Bike Route Map: Pierce County Transportation Division, 3401 South 35th Street, Tacoma, WA 98409.

*King County Bicycling Guidemap:*Available from the King County Department of Transportation, (206) 689-4700.

Spokane Regional Bicycle Guide Map: Available from Spokane Regional Transportation Council, (509) 625-6370.

Bicycling in Bellevue Map: Available from Bellevue City Hall Information Desk or Transportation Department, (425) 688-2894.

City of Kirkland Parks, Facilities and Trail Guide: Available from the Kirkland Parks and Recreation Department, (425) 828-1217.

City of Mercer Island: Trails Guide: Available from City of Mercer Island, (425) 236-5300.

Clark County Bicycle Guide Map: Clark County Transportation Planning, (360) 737-6118.

Bike Yakima! Map: City of Yakima Community Development Department, 129 North Second Street, Yakima, WA 98901. (509) 575-6183.

Interstate 90 Bicycle and Pedestrian Trail Map, Seattle, Mercer Island, and Bellevue: WSDOT Northwest Region, PO Box 330310, Seattle, WA 98133-9710, (206) 440-4000.

Chinook Pass opens to traffic early

By Clarissa Lundeen

The last of the three cross-state passes that close for winter opened to traffic late last month. Chinook Pass on State Route (SR) 410 opened to traffic on May 20 as gates at the intersection with Cayuse Pass (SR 123) on the west and at Morse Creek on the east were opened for traffic.

The pass usually re-opens for the Memorial Day weekend. On the last day before opening, WSDOT crews cleared eight inches of new snow from the highway.

There are still snow-banks of up to 12 feet near the summit. There still are also snowbanks at the rest areas located east of the summit and they will remain closed until later this month. An estimated 17-20 feet of snow accumulated on the pass this winter, which is an average amount for Chinook.

A construction project on a section of SR 410 through Mount Rainier National Park began May 26. That section of SR 410 (known as the Mather Memorial Parkway) will be closed Mondays through Thursdays through September.

Updates on this project are available by calling Mount Rainier National Park at (360) 569-2211 ext. 2332 and visiting Mount Rainier National Park's Internet home page at www.nps.gov/mora.

Chinook Pass is 5,430 feet in elevation at the summit and is closed each winter due to heavy snow accumulations and avalanche hazards. The pass was closed for the season

on November 19. The latest opening was on July 12 in 1974. The earliest re-opening was on April 5 in 1973. During the 1976-1977 winter it did not close for the season.

Every winter, three cross-state mountain pass highways are closed for the season. Earlier this year, the North Cascades Highway (SR 20) opened on April 2 and Cayuse Pass (SR 123) opened on April 25.•



Photo by Melanie Moores

It's been spring at sea-level for quite awhile - but it wasn't that long ago that Maintenance Lead Tech Mark Fear (Greenwater Maintenance Shop) was shoveling a path to a chain gate at the summit of Cayuse Pass as nearby NW Region crews used plows and snowblowers to clear the roadway.

New waterfront museum highlights transportation

By Sherrie Sibbett

A new cultural resource center will be making its debut next month on Seattle's waterfront near the Bell Street Pier. Odyssey, the Maritime Discovery Center, is a 30,000 square foot museum which focuses on contemporary maritime economy and culture.

Intermodal transportation is a key part of the museum's attractions which open to the public in July. Visitors can experience what it might be like to become a part of the cargo and be loaded into a container. Then, experience a journey by road and railway to the Port of Seattle where visitors feel as if they are being loaded onto a cargo ship.

The majority of the exhibits are interactive and invite the visitor to experience the exhibits through all of their senses. Guests can "operate" a crane or "pilot" a boat without ever leaving the center. "We hope to be able to demonstrate to

people this vital link between transportation and trade in our state. At the same time, we're trying to do that in an innovative and interesting way so kids and families will come away having had some fun and will have learned something too." noted Ralph Johnston, Executive Director of Odyssey.

One display highlights WSDOT's Washington State Ferry system with an exhibit explaining the constuction of a Jumbo Mark II ferry. In another area, visitors can track the international journey of a Washington State apple -

picked and packed in Eastern Washington and transported over our state highways to the Port of Seattle where it will be shipped to its final destination, Bangkok. Guests will be able to trace major transportation routes in Washington State as well as international transportation routes.

"The health of our economy in Washington State is strongly related to our transportation system," said Johnston, "and our ability to compete in the global marketplace is tied to our ability to move goods and products from land, to port, to sea." •



An aerial view of the Maritime Discovery Center in Seattle.

Watchable wildlife at winchester

Visitors to the Winchester Wasteway Safety Rest Area on Interstate 90 (Milepost 161) can now enjoy two new Watchable Wildlife signs. The signs interpret the relationship of the flora, fauna and the unique geology of North Central Washington.

The eye-catching panels have a similar purpose as the Marine Wildlife panels installed at WSDOT's Anacortes and Keystone ferry terminals - to interpret the abundant wildlife diversity along Washington's transportation corridors.

The signs were funded by WSDOT's Heritage Corridors Program (HCP) and a Transportation Enhancement grant. •

Good-thinking businesses honored with Governor's CTR Awards



At a special Olympia event, 18 Washington businesses and organizations recently were publicly applauded for their commitment to reducing traffic on state roadways - and their success with commute trip reduction (CTR) programs. Shown here are representatives of those goodthinking organizations who received the first annual Governor's **CommuteSmart Awards** which were presented by **Transportation Commission Chair Alice Tawresey and** Lt. Gov. Brad Owen. The event was organized by WSDOT, which manages the state's central CTR program.

Another WSDOT-WSP-DOL partnership: new co-op building in Union Gap

By Sherrie Sibbett

A new building under construction in Union Gap outside Yakima is another positive illustration of state agency partnerships. Here's how it came about.

In Spring 1997, the state Department of Licensing (DOL) and the Washington State Patrol (WSP) approached WSDOT's Olympia Service Center Facilities Office and South Central Region (SCR) with the possibility of co-locating some of their service offices and a WSP impound lot on property owned by WSDOT in Union Gap. This property is adjacent to the WSP's existing Union Gap operations.

WSP and DOL requested approximately two acres of WSDOT property on which to build a new DOL Office-Vehicle Inspection (VIN) building and relocate the existing WSP impound yard.

SCR's sign storage, hazardous waste storage and various other covered storage areas were the existing structures on the property. DOL, WSP and WSDOT agreed that they would take the value of all of the WSDOT facilities on the site, along with the value of the land, and in exchange, DOL would provide WSDOT with a new, improved building which would eventually be converted into a sign shop.

The region's sign shop is located in one of WSDOT's older buildings. Although the building is adequate for small- and medium-size sign jobs - the physical size and

layout of the building does not allow for the fabrication of larger signs. This necessitates contracting the larger jobs out to the Washington State Penitentiary in Walla Walla.

At 16,000 square feet, the new facility also will allow WSDOT to store and ship materials, manufacture signs and complete their own large sign jobs without contracting out the work.

Construction of the WSP-DOL-WSDOT facilities began last spring and are scheduled for completion later this year.

Through this cooperative effort, the three agencies can now share radio towers and joint fueling areas - and are able to perform some permitting and maintenance activities on site, as well. •

Poignant event marks start of 'Brake' season



Photo by Le Nguyen

In a poignant and touching memorial ceremony, family members lay red roses at the base of a sign dedicated to Mike Malone, NW Region employee killed in a construction zone by a drunk driver. The ceremony was part of the 1998 statewide "Give 'em a Brake" kickoff campaign. The event, attended by WSDOT employees, members of the media, Washington State Patrol officers and Malone's friends and family, featured Secretary of Transportation Sid Morrison speaking of the importance of safety for roadway workers and motorists. Tammy Malone Schwartz, Malone's widow, shared a personal and emotional account of the painful loss of her husband and her subsequent campaigns against drinking and driving. Special thanks go to the Corson facilities staff and Tom Baker's construction staff for providing logistical support and participating in the event.

Ask yourself:
"Do I think much about safety at work?"

No better time than now.

June is

Safety Month

For more information: call (360) 705-7099



Here's to you!

WSDOT had a fine crew of contenders for Washington State's 1998 Extra-mile Employee Awards.

Department staff nominated 89 people for the honor.

Here are photos of Transportation people who won the state's 1998 Extra-mile Employee

Awards - Bridge Engineer Rick Brice, the Carbon River fire crew & the Olympic Region Landscape team. They were taken during the three surprise events when Secretary of Transportation Sid Morrison, State Auditor Brian Sonntag and State Treasurer Mike Murphy showed up at WSDOT work sites to shake the winners' hands and present the honors.

On this page - we also applaud the other Transportation candidates - who were nominated because they are the type of people who help make the **Department of Transportation an extra-mile public business.**

WSDOT's Extra-mile Employee nominees (& who nominated them)

Donna Burnett - Human Resources Office, OSC Ken Smith - OSC Design Office (nominated by Cliff Mansfield) Jean Heriot - Library, OSC



"Well, I just created a little computer program," says a modest Rick Brice to Secretary of Transportation Sid Morrison and State Auditor Brian Sonntag - who paid him a surprise visit at his Bridge and Structures Office worksite. (The "little computer program" that won him the Extra-Mile Employee Award, by the way, is being used by other bridge design engineers from Maine to Spain.)

(nominated by Claudia Devlin) Dallas Wavrin - Materials Lab (nominated by Doris Zahn) Gretchen White - Deputy Secretary for Policy, OSC (nom. by Helga Morgenstern) David Rodin - SW Region (nominated by Ed Winkley) Pat Moylan - NW Region (nominated by Chris Keegan) Jay Cooper - NW Region (nominated by Chris Keegan) Mike Shipley - NW Region (nominated by Chris Keegan) Jim Stonecipher - NW Region (nominated by Chris Keegan) John Wedia - NW Region (nominated by Chris Keegan) Atlas Wheless - NW Region (nominated by Chris Keegan) Roy Spaulding - Olym. Region (nominated by Chris Keegan) Dick Anderson - Olym. Region (nominated by Chris Keegan) Cliff Anderson - Olym. Region (nominated by Chris Keegan)

Duane Stone - Bridge Office (nominated by Chris Keegan) Tim Benson - Bridge Office (nominated by Chris Keegan) Kim Cheatham - Olym. Region (nominated by Chris Keegan) Doug Lovgren - Olym. Region (nominated by Chris Keegan) Chuck Collins - Olym. Region (nominated by Chris Keegan) Frank Anderson - Olym. Region (nominated by Chris Keegan) Emil Bergeson - Olym. Region (nominated by Chris Keegan) Edwin Brown - Olym. Region (nominated by Chris Keegan) James Gleason - Olym. Region (nominated by Chris Keegan) **Bob Hartt** - Olym. Region (nominated by Chris Keegan) Doug Krikava - Olym. Region (nominated by Chris Keegan) Aaron Mail - Olym. Region (nominated by Chris Keegan) Randy Moody - Olym. Region (nominated by Chris Keegan) Les Nevitt - Olym. Region (nominated by Chris Keegan) Joe Perron - Olym. Region (nominated by Chris Keegan) Gerald Shields - Olym. Region (nominated by Chris Keegan) Don Soto - Olym. Region (nominated by Chris Keegan) Gary Stott - Olym. Region (nominated by Chris Keegan) Ernie Yeoman - Olym. Region (nominated by Chris Keegan) Ernie Shumate - Olym. Region (nominated by Chris Keegan) Dave McCormick - NW Region (nominated by Julie Matlick) **Bruce Ikenberry** - Graphic Communications (nominated by Julie Matlick) Laurel Gray - NW Technology **Transfer Center** (nominated by Julie Matlick) (nominated by John Calhoun) Gary Smith - Admin Svcs Ofc (nom. by Rose Ann Bagley) (nominated by Juan Tober) Kevin White - Admin Svcs Ofc (nominated by Juan Tober) Bobbie Garver - Highways and **Local Roadways** (nominated by Bill Richeson)

Randy Scott - Olym. Region

Dave Dethlefs - Materials Lab

(nominated by Don Brouillard)

(nom. by Gerald R. Smiley)

Tracy J. West - Olym. Region (nominated by Toni Zorn) James B. Ray - SW Region (nominated by Ed Gilda) Howard Ferguson - MIS (nom. by Acctg Systems Branch) Scott Vanderstaay - Oly. Region (nominated by Lori Beebe) (nominated by Chris Keegan)

[Please turn to page 9]



Photos by Grace Eubanks

"Raise your right hand. Put it over your left shoulder. Now give yourself a well-deserved pat on the back!" - After the surprise award event, an enthusiastic Terri Dukes (above) shows how she compliments and cheers along volunteers who help on highway landscape projects.



The innovative Olympic Region Landscape Office pause for a photo with the two state leaders who presented Extra-Mile Employee Awards. The creative landscapers and their surprise visitors are: (l-r) Carrie Sunstrom, Landscape Architect Bob Barnes, Terri Dukes, Secretary Morrison, Washington State Treasurer Mike Murphy and Tom Kalkwarf.



Here are the quick-thinking and fearless crew who won the state's Extra-Mile Employee Awards for working through the night and extinguishing the Carbon River Bridge fire (on State Route 165) in March. Those who saved the state millions in replacement costs are: (front row, l-r) Arkie Houser, Scott Boutelier, Dick Parlari and Andy McCoy; (2nd row, l-r) Pat Donberger, Randy Isaac, Travis Caddell, Jeff Smiley and Alan Nelson.

IMPROVEMENT



WSF's Captain Lynda Wheeler sees 'a gift in everyone'

Captain Lynda Wheeler, the first woman ferry captain at Washington State Ferries, is the first recipient of WSDOT's Diversity Recognition Award.

Nominated by crew member Scott Seramvr, Captain Wheeler was lauded for creating a supportive work environment, promoting and supporting diversity and encouraging creativity.

'She has valued differences...'

Seramvr wrote: "I am not on her crew but hope to have the privilege to be a part of her watch... Captain Wheeler has demonstrated that she has valued differences in other people and enjoys the differences that comprise our great state of Washington ... In her quest, she has taken risks in diversity by breaking into the ranks of the traditionally male-dominated industry of merchant marine officers. She challenges the staid attitudes of many...

"Captain Wheeler creates a supportive work environment with her crew that stimulates her personnel to perform in a friendly, courteous manner with the ferry traveling public. It is pleasant to see the creativity that Lynda fosters in her command of the *Hyak*."

In an Olympia ceremony on April 30, Captain Wheeler received the award from the department's Diversity Advisory Team (DAT), whose mission is to promote diversity as a positive and essential strength that will improve the quality and effectiveness of the transportation department.

Members of DAT

The members of DAT who administered the first annual awards program and organized the ceremony are: Elba Richard (South Central Region), Charlene Kay (Eastern Region), Ted Saunders (Northwest Region) and Ellen Bradley (Olympia Service Center)

A 25-year ferry employee, Captain Wheeler said she tries to treat everyone she meets with respect and interest.

"There is a gift in everyone," the award-winner commented. Her success, she said, is a direct result of her support at home, adding that her husband and grown daughter are the most important people in her life.•



Captain Lynda Wheeler, winner of 1998 Diversity Award

Electronic Forms News for June

The following new electronic forms were distributed in May:

New Electronic Forms in FileMaker Pro 4.0 only:

140-090 EF Daily Site Dive Log (New Form)581-010 EF 800 Mhz Radio Trouble Report (New form)

Revised Electronic Forms:

350-040 EF Proposed Mix Design - English
350-040 Met EF Proposed Mix Design - Metric
690-033 EF Medical Bill Payment - WSF
730-030 EF Retirement Information Form
761-003 EF Publications Transmittal
761-003A EF Publications Transmittal - Manuals

The Travel Expense Voucher (DOT Form 133-103 EF) and the Travel Request (DOT Form 700-006 EF) were redistributed to correct some technical errors (FileMaker 4.0 versions only).

The Last FileMaker Pro 2.1 Distribution:

Beginning with the June distribution, no more new or revised FileMaker Pro 2.1 electronic forms will be distributed. The version 2.1 form files will remain in Exchange and the OLYSMS Server until September, when they will be completely removed.

According to the FileMaker Pro 4.0 deployment schedule, the department is at 80% as of the first week of May and we anticipate over 90% by the end of May.

Microsoft Exchange at:

Public Folders|All Public Folders|WSDOT|Agency Forms|FileMaker 4.0 Forms

The WSDOT Intranet at:

http://wwwi.wsdot.wa.gov/fasc/forms/formfiles/

Materials Laboratory applauded for work on FHWA testing program

The Region 10 Office of the Federal Highway Administration (FHWA) sent a letter of appreciation to WSDOT's Materials Laboratory staff in Tumwater for work on new standards for materials testers.

"FHWA has mandated that by the year 2000, anyone who tests materials has to pass an exam and be officially qualified," explained Denny Jackson, WSDOT's Materials Engi-

The challenge was to produce a unified training program that could be used in Washington and 16 other western states. Jackson and members of this Mats Lab team worked about two years and produced "testing programs that will be used regionwide."

The FHWA letter thanked Jackson for his leadership and also commended Francis Rickert, Jim Walter, Bob Geitz and Ron Howard. The federal agency also said that WSDOT's Chief Construction Engineer, Tom Nelson, "is due special consideration for his dedicated promotion of a regionwide concept" for standard training and testing. •

Nominees

[Continued from page 8]

John Drye - NC Region (nom. by Dave Bierschbach) Jane Koura - MIS (nominated by Bill Reynolds) (nominated by George Spencer) Bart Gernhart - NC Region (nominated by Dan Sarles) (nom. by Dave Hornsinger) Pat Morin - Prog. Mgmt., OSC (nominated by George Spencer) **Greg Selstead** - Transp Plng Ofc (nominated by Jim Toohey) Al Williams - Prog. Mgmt Ofc (nominated by Jim Toohey) Jerry Lenzi - Eastern Region (nominated by Jim Toohey) Chris Rose - Transportation Commission (nominated by Jim Toohey) **Mary McCumber** - PSRC (nominated by Jim Toohey) Cathy Silins - Public Transportation Office (nominated by Jim Toohey) Helga Morgenstern - F&A (nominated by Jim Toohey) Mike Partridge - Transportation Planning Office (nominated by Jim Toohey)

Alan Snook - Transp Plng Ofc (nominated by Jim Toohey) Brent Rasmussen - E. Region (nominated by Don Hendricks) Casey McGill - Olym. Region (nominated by Chris Keegan) Frank Treese - Olym. Region (nominated by Chris Keegan) **Bob Kimmerling** - Mats Lab (nominated by Chris Keegan) Craig McDaniel - Olym. Region (nominated by Chris Keegan) Tom Wilson - Olym. Region (nominated by Chris Keegan) Mike Wilson - Olym. Region (nominated by Chris Keegan) Jeff Carpenter - Olym. Region (nominated by Chris Keegan) Craig Yasuda - Bridge Office (nominated by Chris Keegan) John Katrina - Bridge Office (nominated by Chris Keegan) Debbie Clemen - Olym. Region (nom. by Elizabeth Robbins) Chris Schroedel - Olym. Region (nominated by Cass Brotherton)

CONNECTIONS

Honoring Earth Day with earth work



photo credit

These energetic members of the Highways and Local Roadways Division (H&LR) did more than just talk about Earth Day - they went out and did some real earth work. With the help of the Olympic Region Landscape Office, 10 members of the H&LR staff spent their lunch period planting rescued (from a clear-cut project area) rhododendron shrubs in the right-of-way adjacent to I-5 in Olympia. The good samaritans are: (kneeling, l-r) Bobbie Garver, Julie Matlick and Judy Lorenzo; (standing, l-r) Jason Alferness, Lori Henderson, Pat Miller-Crowley, Paula Connelley, Mike Dornfeld, Kimberly Colburn and H&LR Director Paula Hammond.

OSC prepares for handling disasters

By Clarissa Lundeen

As part of Emergency Management Month, the Olympia Service Center (OSC) held its annual "Drop, Cover and Hold" earthquake exercise on April 30. This year a tabletop exercise followed, with senior management simulating what they would do in the event of a catastrophic earthquake.

"WSDOT did very well," said Dennis Anderson of the state Emergency Management Division. "There were the usual snafus - some phones didn't work and some people that management needed to reach were not at their desk - but that's what happens in an emergency. That's reality. Not everything will work, not everyone will be there, but WSDOT found ways to get around those obstacles.'

As an Exercise Training Officer, Anderson works with state agencies to develop disaster preparedness programs. He noted that WSDOT is among the leading agencies for emergency response training.

After the OSC was evacuated, Building Assessment, Medical, Search and Rescue, Traffic Control, Evacuation and Staging teams went into action outside the building. They set up a temporary triage area, morgue and kitchen. Some employees participated in search and rescue operations, while others portrayed injured victims. One victim was lowered from the roof of the building.

Inside the building,
Deputy Secretary for
Operations Gerry Smith
worked with Assistant
Secretary for Field Operations John Conrad, to
rehearse getting needed
personnel and equipment
to critical areas. In the
scenario, the eastern half
of the state was not affected,
but the Puyallup River
Bridge on I-5 had collapsed
and the ferry terminals
were damaged.

Calls were made to the North Central, South Central and Eastern Regions to coordinate transferring trucks, bulldozers and personnel to Fife and Seattle. In addition, simulated phone calls from the Governor's office requested help for downtown Seattle. Incessant media requests for information and citizen complaints were also part of the exercise.

"Transportation is vital in an emergency, to move people to safety, to transport rescue personnel, to deliver needed equipment, to keep food and other goods flowing to people and ultimately to get everyone back together with their loved ones," said Smith. •



Photo by Clarissa Lundeen

Some employees took the role of "victims" and others worked as rescue workers as the OSC drill gave staff a taste of reality.

Governor appoints T.J. Nedrow to state's Fire Policy Board

T.J. Nedrow, Olympic **Region Transportation** Planning Office, recently was appointed to the Washington State Patrol-Fire Protection Bureau's Fire Protection Policy Board (FPPB). Nedrow, a veteran volunteer firefighter and past president of the Washington State Fire Fighters' Association, was selected to represent Washington volunteer firefighters on the eightmember board.

Created by the legislature, the board is responsible for establishing comprehensive state polices regarding fire protection services, such as Fire Prevention Programs, Emergency Mobilization, Fire Training Academy, and Regional Services.

Olympic Region Administrator Gary Demich commended Nedrow for his commitment to public service both thru his work in WSDOT and his volunteer public service. •



Use of State Resources:

In the May EX•PRESS we promised to update everyone on the rules for personal use of state computers, according to the amended WAC on Use of State Resources. On May 5, 1998 we sent a bulk e-mail to update everyone on our understanding of the rules. If you did not receive or see this e-mail, please contact the Audit Office.

Notary Public:

In the September 1997 EX•PRESS we published the Audit Office response to the question, "Can a Notary Public, paid by WSDOT, notarize a non-work related document for an employee?"

In our response we said an employee serving as notary public at state expense cannot notarize a document for an employee's personal benefit.

After publication of our response, we were asked to reconsider our answer. We submitted the question to the Executive Ethics Board for a staff analysis.

Ethics Board response:

Thank you for requesting assistance on the question of whether a notary public, paid for by WSDOT, can notarize a document that is not related to the conduct of state business? The brief answer is yes, provided that the documents are notarized during non-working hours and there is no fee charged for the service if the documents are notarized in state facilities.

In September 1997, the WSDOT Audit Office concluded that if a WSDOT employee was serving as a Notary Public at state expense, the employee could not notarize a personal document. This advice was based on WAC 292-110-010 relating to the use of state resources, and RCW 42.52.070 which prohibits state officers and state employees from using their state positions to secure special privileges or exemptions for themselves or others.

In researching this issue, however, it appears that even if WSDOT pays for a notary public's licensing fee and surety bond, the seal or stamp remains the exclusive property of the notary public:

A notary public's seal or stamp shall be the exclusive property of the notary public, shall not be used by any other person, and shall not be surrendered to an employer upon termination of employment, regardless of whether the employer paid for the seal or for the notary's bond or appointment fees. RCW 42.44.090(4).

Given this provision of the law, it would not appear that a WSDOT employee serving as a notary public could violate RCW 42.52.070 merely by notarizing personal documents, because the notary public's seal adheres to the person holding the seal, regardless of whether the person may be a state officer or state employee.

Even so, a WSDOT employee who is a notary public must also comply with amended WAC 292-110-010.

Be advised that this is a staff analysis based on the application of WAC 292-110-010 as amended, to the specific question as stated above. Only the Executive Ethics Board may render formal advisory opinions.

Anyone who has questions about the Ethics Law is invited to call Wayne Donaldson, Director of the Audit Office, (360) 705-7003 or Harvey Gertson, Ethics Advisor, (360) 705-7021.



TDO Charity Golf 'Scramble' set for June 13 at Nisqually

If you hurry - there's still time to sign up for the Transportation Data Office's (TDO)



The tournament will be held at the Nisqually Valley Golf Course (aka Yelm Golf Course). Trophies and prizes for first, second and third place - plus other achievements, such as the longest drive - will be awarded. The entry fee is \$22. First tee time is 9 a.m.

To check if space still is available and to register, contact: Bud Dausener at (360) 753-3941 or Dave Bushnell at (360) 586-6465.

Upward & Onward

Promotions Scott A. Andersen Susan A. Barger Roxann M. Bitney Nancy D. Boyd Linda D. Bryant Jay W. Callar Daniel Carruth Ronnie L. Collier Randall Darlington Joseph DeVol Robert Elliott Sara Jo Esposito Dale W. Gietz James W. Hawkins Bruce Hilden Charles T. Kinne Greg Kruse Art Larson Mary E. Lloyd Jerald D. Matlock Scott A. Maurer Richard J. McCracken David L. Merifield Walter F. Merry Gerald C. Moffitt Michael T. Moxcey Willard O. Olson Dennis Perez Pedro Perez Anita A. Peters Julian Poythress Steven L. Schindler Joan L. Schlonga Teresa L. Shattuck Russell H. Shields Alberta M. Smith David C. Standahi Ronald Swanson Rosalie M. This William J. Trodahl Scott Vanderstaay Richard Wescott Atlas Wheless

Douglas P. Whittaker

Retirements
Jerry F. Bodin
Allen P. Bommersbach
George D. Crommes
Robert R. Earnest
Ed Gray
Carol J. Jones
Paul J. Klinkosz
Paul Kressin
Clifford L. Kurtzweg
James F. Lane
James Lane
Shirley J. Younger

In memoriam Jeff Palacios

Howard V. Wynkoop

Comp. An./Prog. 2 Comp. Inf. Cnslt. 1 Secretary Sr. Transp. Eng. 3 Comp. Inf. Cnslt. 1 Cp. Software Sp. 2 Transp. Eng. 2 Traf. Sys. Op. Sp. 1 Maint. Lead Tech. Transp. Eng. 4 Assistant Engineer Transp. Eng. 1 Transp. Tech. 3 Tran. Plan. Tech. 2 Master Transp. Eng. 3 AB Ticket Transp. Eng. 2 Transp. Eng. 2 Transp. Eng. 2 Maint. Tech. 2 Transp. Tech. 3 Data Comm. Tech. 2 Comp. Inf. Cnslt. 1 Maint. Tech. 2 Maint. Tech. 2 Maint. Tech. 2 Elec. Supr. Trans. Maint. Tech. 2 Transp. Eng. 4 Electrician Elec. Supr. Trans. Secretary Sr. Office Asst. Maint. Tech. 2 Office Asst. WIMS Band 2 AB Ticket WMS Band 3 Transp. Eng. 2 Transp. Eng. 3 Chief Engineer

30 years 25 years 23 years 36 years 30 years 30 years 13 years 32 years 32 years 25 years 37 years

Maint. Tech. 2, Br.

Transp. Tech. 2

Maintenance Supervisor, Olympic Region Transportation Engineer II Northwest Region

about YOU

The Kudos Box is full again this month. ("Kudos," by the way, comes from the Greek work kydos - which means "glory" or "fame.") Well, maybe the continual compliments sent to you from the folks out there aren't exactly bringing you glory and fame - but their admiration and gratitude does give you the third definition of kudos..." credit for an achievement."

Here are your recent credits:

"We visited the Wenatchee Valley, but also found beautiful people

there"...wrote a Washington traveler. The particular" beautiful" person in this case was **Sign Tech Dale Barnes** (**North Central Region**). While working along the highway, Barnes found the traveler's wallet and took it back to headquarters and saw that it was quickly mailed back to the owner. And the other thought the letter-writer also expressed no doubt is true, "Your honesty and kindness will be well remembered."

...you have made the road safer because of your excellent work...so wrote a Tacoma resident to Supervisor Vern Riley and crew (NW Region, Area 4 Maintenance, Kent). The letter of gratitude also said: "Thank you so much for the great job you did (on the street in front of the writer's house). You have diverted the water runoff to the proper basins and made the road safer...My husband and I thank you for all the hard work you do!"

"It almost makes me feel good about paying taxes"... said a customer of Engineering Publications, OSC. It was a thank-you letter for prompt response on a Design Standards request.

DOT to DOT... a compliment from the Design Academy Committee (Cliff Mansfield's office, OSC) to **Bob Kimmerling** and **Jim Cuthbertson (Materials Laboratory, Tumwater).** They were "instrumental in making the Design Academy a huge success."

"...the creativity you've shown in developing something new and origi-

nal"... a kudo from Secretary Sid Morrison to **Matt Love** for work done in developing the **Engineering Publications (OSC)** homepage. "You saw a need, understood the potential for our technology and stepped outside the box," added Morrison in a letter of commendation.

A nationwide hit... that's a fair description of the professional work of **Mark Arntson (Graphics Communications)** who designed and updates the Washington State Ferries website. Mark has received 238 compliments from all over the U.S. in recent times saying how clear and easy to access the information site is.

And, on the subject of national recognition... At the May Commission meeting, Bill Carr (Technology Applications Manager, Field Operations Support Service Center) and Dale Keep (Maintenance Methods Specialist, Maintenance Office, FOSSC) were applauded for their work on implementing anti-icing technology. The American Association of State Highway and transportation Officials (AASHTO) had chosen Washington as one of seven key areas in the U.S. to establish models for using new highway technology, explained Assistant Secretary John Conrad (FOSSC) in joining Secretary Sid Morrison in presenting an AASHTO plaque. "They were picked out as the 'best of the best.'," said Conrad.

A WSDOT research paper has been accepted for national publication... Research conducted by Venki Shankar, Dick Albin and John Milton (Design Office, Engineering and Environmental Service Center) on median barrier warrants will be published in the National Transportation Research Journal.

"...surprise, delight and exceed the expectations of your customers"...

These are words in an Exceptional Customer Service letter to David Ritter (North Central Region) from Secretary Morrison who received a citizen letter commending Ritter. The citizen explained that her auto had a flat tire as she was heading west of Snoqualmie Pass summit and had managed to pull off to the median. "I was surprised to see a white vehicle pull out behind me and the driver immediately placed a yellow light atop the roof of his vehicle. The driver was David Ritter (who had been heading east on I-90)...he had seen my predicament and decided help was needed so he went to the next exit and drove west to appear behind me. Mr. Ritter refused to give me his address after he had quickly changed the tire..." In forwarding the letter to the NC Region's good samaritan, Morrison commented, "It's this type of customer service - surprise, delight and exceed the expectations of your customers - that makes us proud."

Another citizen helped on the highway... wrote her thanks to the Secretary. Her tire blew as she was driving I-5. "I was able to gradually pull over to the left hand lane and I was scared to death," wrote the motorist, "...I breathed a sigh of relief when a white DOT vehicle actually backed down the side of the freeway to help me." It was **Phil Kelleher (NW Region)** who not only changed the tire but drove ahead of the driver and used his caution light so she could get back into traffic safely. She closed her letter with, "Please relay my thanks and never-ending gratitude to Mr. Kelleher."

"We are extremely grateful to the DOT workers...for being so helpful"... wrote yet another Washington motorist whose car broke down on I-90. Appreciated assistance came from Dennis Keeler and Norm White (Ellensburg shop, SC Region) who not only helped the driver get a tow truck but also gave some of the stranded passengers a ride.

Here's the rest of the team... Last month, EX•PRESS printed a story about the FHWA Excellence in Highway Design Award for SR 527 and a photo of the design team. A number of people contacted us and asked if we would also highlight the construction team. Of course. Those who accomplished the 1993-95 work were: Project Engineers Tim Smith and Steve Miller, then Al Dyer; Assistant Project Engineer Barbara Briggs; Inspectors - Dave Scott, Kirk Wilcox, Jeff Lundstrom, Brian Roberts, Derek Case and Christine Lavra.; office engineer - Bob Law. And, as you know, it took the support of a survey crew, documentation team and materials tests to carry it off. (Thanks, Lorena Eng, for taking the time to track this information.)

Sorry, we didn't get to the bottom of the Kudos Box - before hitting the bottom of the page. Please tune in next month for more credits for achievements.

The Editor

Washington State

Transportation Commission

Sequim diggers



Photo by George Titterness

Getting ready to dig in and give the long-awaited Sequim alternate route a symbolic start are: (l-r) state Representative Jim Buck, Washington Transportation Commission Chair Alice Tawresey, Esther Veltkamp of the Sequim Chamber of Commerce and Olympic Region Administrator Gary Demich. Not visible in this photo, but also on hand for the recent ground-breaking event, was Secretary of Transportation Sid Morrison. (Please see related story on page 1)

Commission hears status of grant program for Rural Mobility

The Commission last month heard about the high statewide demand for help in building rural public transportation systems.

"The fact that WSDOT's Rural Mobility Committee last year got \$9-million worth of requests for support for rural mobility projects - with only \$2.5 million in grant money available - shows how high the demand for help is," Valerie Rodman told the commissioners.

In giving the Commission a status report on the Rural Mobility Grant program administered by WSDOT's Public Transportation Office, Rodman said the selection committee received 50 grant requests from all around the state. Available grant monies allowed funding of only 18 of these projects at the start of the biennium

said the Public Transportation Planning Project Manager.

Recently, the 1998 Legislature showed its continuing support for rural public transportation by adding an additional \$500,000 for the program to WSDOT's Supplemental Budget for 1998. This money will fund six new projects once contracts are finalized.

The 1997-99 grant projects include a Garfield County Transportation Project (\$60,360) which is intended to demonstrate to county citizens the benefits of having local transit services.

Another example of local support is the \$220,000 grant to the White Pass Community Services Coalition for providing a critical link between the communities of East Lewis County and important destinations (medical,

educational and employment) in Chehalis and Centralia.

In Northeast Washington, a \$133,871 grant is supporting a demonstration transit project to provide a fixed-route intercity service to Ferry and Stevens County residents.

After Rodman described the many grant projects that give regional groups the chance to launch transit services for rural residents, Commission Vice Chair Tom Green of Wenatchee voiced his support of the Rural Mobility program. "In my opinion, this support is central for helping people to get their own public transit started," said Green.

A program goal is to build a foundation on which rural areas can establish their own public transit authorities and long-term transit services.•

Another step forward for partners looking at feasibility of replacing 68-year-old Lewis & Clark Bridge

By Grace Eubanks

The Lewis and Clark Bridge Action Team has been given the nod by the Washington Transportation Commission to take another step forward.

At its May session, the Ĉommission unanimously approved a Memorandum of Understanding (MOU) among five partners who are investigating the feasibility of replacing the narrow 68-year-old Lewis and Clark Bridge between Longview and Rainier, Oregon.

The partners are WSDOT, the Oregon Department of Transportation, the Ports of St. Helens, Oregon and Longview, Washington and the Cowlitz-Wahkiakum

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Is it economically and environmentally feasible to construct a replacement..?

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Council of Governments.

"The MOU is an umbrella agreement which, among other things, addresses the funding of preliminary investigative work on the project," explained Bob Cowan of WSDOT's Transportation Economic Partnerships division.

The two states and two ports all agree to contribute to the funding of preliminary studies and analyses. Because WSDOT has the only available appropriation at this time, however, the department has agreed to provide advanced funding for a study to determine whether it's feasible to replace the two-lane span crossing the Columbia River - and, if so, where to locate the new bridge.

"Last year," explained Cowan, "the Washington State Legislature provided \$3 million that could be used toward the design of a new bridge if the Oregon State Legislature voted to include the bridge in its public/ private initiative program. Oregon legislators did this in 1997

As described in the MOU, the first-stage study is meant to answer two questions: (1) Is it economically and environmentally feasible to construct a replacement structure for the existing substandard Lewis and Clark Bridge? and (2) If the answer is yes, what is the conceptual design and location of alternatives that could be carried forward in a future process under the National Environmental Policy Act (NEPA)?

Opened to traffic on March 29, 1930, the Lewis and Clark Bridge (originally named the Longview Bridge) is a visually unique span nearly two miles long, with a "hump" in the middle because of shipping channel requirements. Tolls were charged to pay for Washington's cost of purchasing the bridge from the original owners -but the span produced enough revenue to retire the purchase bonds 12 years ahead of schedule.

Tolls to cover costs also are a part of current thinking. As stated in the MOU, the agreement partners will develop a strategic plan for determining "whether or not it is appropriate and feasible that the Lewis and Clark Bridge between Longview, Washington and Rainier, Oregon should be replaced as a toll facility at a site at or near the existing bridge." •

Your Washington State Transportation Commissioners are:



Chair: Alice Tawresey, Bainbridge Island

Vice-chair: Tom Green, Wenatchee

> Ed Barnes, Vancouver

Aubrey Davis, Mercer Island Michele Maher, Spokane Chris Marr, Spokane Connie Niva, Everett



The Transportation Commission's Internet home page is: http:// www.wsdot.wa.gov/commission

